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[a1365]

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Hongkong, 5th August, 1904. [1912]
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Hongkong, 1st September, 1904. [a2866]

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Hongkong, 7th October, 1904. [1621]

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Hongkong, 8th December, 1904. [a35]

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[a1153]
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Hongkong, 14th December, 1904. [a3a]

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Call Flag W.
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Hongkong, 13th June, 1903. [a2901]

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[a19]

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Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Lunch Service for Guests.
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Hongkong, 31st October, 1902. [a49]

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A LITTLE CHANGE.
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Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hemlock*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [a2276]

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possible in China. It must be very many years before such a change could be wrought as would make it possible for China as a whole to assimilate western knowledge and appliances as Japan has done; or, if it could do so, to use them for the benefit of the nation at large. Before such a period has elapsed, other changes of an equally important character may reasonably be looked for, which will greatly modify any danger that might be supposed likely to arise. The opposition to Europeans which causes outbreaks from time to time is chiefly the result of the Chinese adherence to their old system; and before this could be overcome sufficiently to enable China to adopt European appliances—warlike and other—in any way that could possibly be considered likely to lead up to an invasion of Europe even in conjunction with Japan, she would have learnt enough to make her very little inclined for any such enterprise. A combination of this nature between China and Japan such as would be dangerous to Europe generally is thus in the highest degree improbable within any period of time worth considering as a matter of practical politics; and indeed, except so far as it may be provoked by a common danger from aggressive action on the part of a given European nation, any such combination is very unlikely at all. The Chinese are no friends specially of the Japanese, and will be quite content to hold their own in their own peculiar way for very many years to come, and even if this were not so, there is no reason to imagine that the Japanese will have any idea of joining with them for a heroic attack upon Europe as a whole. Their whole tendency indeed is precisely in the opposite direction. They have fully recognised that their main interests are in common with foreign nations considered generally. They are anxious to come into line in all questions of commercial and general policy, and are, in any case where China might adopt a different attitude, much more likely to be a support than an opposition to western nations.

It is no doubt so new a thing to the history of European dealings with Eastern nations, for a foreign Power to meet with opposition such as has been made against Russia, that it is not surprising people should speculate as to what will be the outcome of such an event. It is generally assumed that Japan will become elated to such a degree that anything reasonable or unreasonable may be expected of her. The facts, however, do not justify any such apprehensions. It was certainly with great reluctance that Japan entered upon the war, which she was to the last anxious to avoid if Russia had given her any opportunity of doing so. The steady aggression of Russia threatening her independence was so manifest that action could not be avoided. It does not at all follow that in normal circumstances a warlike policy will be acceptable to a nation among whose instincts of trade and peaceful progress are marked features. The only circumstances in which it is likely that Japan and China would combine in warlike operations are where a mutual danger rendered such combination absolutely necessary for self preservation; and it is not likely that this will arise. The idea that out of mere ambition and desire for conquest China and Japan would combine for a general attack upon Europeans completely ignores the nature and genius of the latter country. The unanimity necessary to sustain such a gigantic enterprise could hardly be aroused among the Chinese, even if it were in any degree likely that it would be acceptable to Japan to unite her fortunes with so doubtful an ally.

Last week's two plague cases bring the year's total up to 510, with 425 fatalities. Other diseases during the week were three enteric and one purpural.

The Yellow Dragon, the Queen's College Magazine, publishes a translation of a letter from a young Japanese Engineer with the army attacking Port Arthur.

Miss Henriette Murkens (violinist) and Miss Edith Merryloes (pianist) will give an evening concert at the Peak Hotel on Friday next, commencing at 8.15 p.m.

The local Y.M.C.A. is falling into bad company. It is distressing to see that arrangements are being made for a football match with the newspaper men on New Year's day, which is a Sunday.

The Hongkong Football Club will play a Rugby match against H. M. S. *Glory* and *Albion* this afternoon, kick-off at a quarter to five. The Club team is as follows:—

J. F. Bourchier, back; J. Thomson, A. N. Other, A. O. Lang, and G. B. Bateman, three-quarters; J. Clark and H. Saper, halves; E. R. Halifax, Capt. Elgood, Lieut. Graham, Lieut. Black, Lieut. Rankin, Lieut. Duncan, J. C. Steen and H. F. Chard (capt), forwards.

The dividend of the Hamburg-American Line for 1904 is estimated at between 8 and 10 per cent., perhaps 9½ per cent.

H.M.S. *Leviathan*, when she reaches the Mediterranean Station, will hoist the flag of Rear-Admiral the Hon. H. H. Lambton.

Return of visitors to the City Hall Library and Museum for the week ending the 18th December, 1904, were 253 non-Chinese and 103 Chinese to the former, and 98 non-Chinese and 1,585 Chinese to the latter institution.

At the Crown Lands sale at the Public Works Department yesterday afternoon, Kowloon Inland Lot No. 1,361 was bought by the Gas Company for \$35,418, while Inland Lot No. 1,723 was sold to Young Chuk Hing for \$11,138. There was no competition.

A Chinese employed at the Naval Yard Docks was yesterday found in the dock with a fractured skull. He was admitted to the Civil Hospital where he now lies in a serious condition. How the accident occurred is unknown, but it is presumed that he fell into the dock.

We are informed that our paragraph concerning the carbine competition by the Left Half of the Volunteer Artillery Co. No. 2 was not quite accurate. Sergt. G. J. Andrews, hon. sec., reports that the winners of spoons in A class were Gunners Frith, Kinnaird, and Bombr. Watson; and in B class, Gunner Connolly only.

In reply to "J. T. C." *Stanley Gibbons' Monthly Journal*, a paper for stamp collectors says "the letters 'D.P.' surcharged upon the Hongkong stamps stand for *Daily Press*, a local newspaper which is allowed to mark its stamps thus to prevent theft." One London dealer told an inquirer that the mysterious letters were put on by the Censor on account of the war!

Good progress is being made in the formation of the Hongkong Volunteer Reserve Association. Rules have been drawn up and will shortly be issued to members. The first shoot will probably take place early next month, when it is hoped that the total membership will reach 100. The Hon. Sec., Mr. W. H. Trenchard Davies, will be pleased to receive the names of any British subjects desirous of joining, who have not already sent in their names.

United States Minister Allen, Seoul, Corea, reports:—"I was visited in July by the agent of the British and American Tobacco Company, who desired to have the company's trade-marks or labels registered in Corea. There being no system of registration of trade-marks in this country, I secured the issuance of a proclamation forbidding the counterfeiting of the labels of this company or the use of their boxes for containing spurious goods." The Minister adds that the Japanese Minister to Corea has stated that his Government will protect in Corea trade-marks that are registered in Japan.

FATALITY AT THE DOCKS.

An inquiry was held at the Magistrate's yesterday afternoon before Mr. H. H. J. Gompertz touching the death of Charles Frederick Richardson, an able seaman on board H.M.S. *Robin*, who was found dead in the Kowloon Docks on the 12th instant. Lieut. Commander Baughan, of the *Robin*, also sat on the Bench. Messrs. J. A. Woodgass, John Heywood and I. S. Perry were empanelled as a jury. The first witness called was Dr. Macfarlane, officer in charge of the Mortuary at Kowloon, who made a post-mortem examination of the body. There was a small scalp wound at the back of the head which might have been caused by a fall or a blow. He found death was due to a stricture caused by drowning. The head timekeeper of the dock gave evidence as to the finding of the body in the dock in about four or five feet of water. The depositions of several seamen of the *Robin* went to prove the identification of the deceased, also that he was a member of a party of blue-jackets who went to render assistance on the occasion of the fire on the s.s. *Indravelli*. The dock in which he was found, he would have to pass on his return from the *Indravelli*. He did not appear to be under the influence of liquor, although he was slightly shaky on his legs. He was in his usual health and spirits. In summing up, the Coroner informed the jury that deceased had been fighting the fire on board the *Indravelli*. When this was suppressed he had presumably had a drink on board, possibly more than one. On his return to his ship, he had to pass through not very well lighted docks, and evidently fell into the dock in which he was found. The jury after short deliberation, returned a verdict of "Found drowned."

BOWLING.

HONGKONG CLUB v. CLUB GERMANIA. The Bowling Competition between the Hongkong Club and Club Germania for the new Challenge Cup concluded last evening. England won by 629 points. Scores were, as follows:—

England	Germany
E. H. Hinds ... 1457	F. Eberlein ... 1322
C. H. Gale ... 1243	G. Koch ... 1434
H. Hancock ... 1362	F. Nicolai ... 1190
I. Hooper ... 1443	A. Mueller ... 1348
F. McHard ... 1264	A. Rontach ... 1490
T. C. Gray ... 1505	E. Vollbrecht ... 1285
C. P. Chasler ... 1539	A. Thiesen ... 1341
J. W. C. Bonner 1425	I. Thun ... 1202
11,241	10,612

TELEGRAMS.

[REUTER'S SERVICE.]

THE LATE PRESIDENT KRUGER.

LONDON, 17th December. Ex-General Botha speaking at the late President's funeral urged his countrymen to carry out the late President's ideal of creating a great nation North of the Vaal, while remaining loyal to the new Government and promoting the unification of the white races. He read as a political testament, the late President's letter urging unity, with a view of rebuilding what had been overthrown. By the command of the King a battery fired a salute of 21 guns and the Imperial Government was represented.

THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL.]

JAPAN'S WAR BUDGET.

TOKYO, 17th December. On the 17th instant the House of Representatives unanimously voted the War Budget of Yen 780,000,000, as asked for by the Government, as extraordinary naval and military expenditure, and a Contingent Fund for 1905. Of the above amount Yen 209,000,000 will be paid out of the revenue for 1905, which is estimated to amount to Yen 388,000,000, including the receipt of Yen 74,000,000 from increased taxation and other sources of revenue. The balance of Yen 571,000,000 is to be obtained in the form of bonds and temporary loans, but of this sum Yen 120,000,000 is already covered by the loan recently raised abroad.

The House also passed the ordinary Budget for 1905 practically as presented by the Government, the reduction made in the expenditure being only a little over Yen 1,000,000.

(From Northern Papers.)

AT PORT ARTHUR.

TOKYO, 13th December. Casualties since last reported include fifteen officers killed and seventy-eight wounded.

THE PREPARATIONS FOR WINTER.

TOKYO, 13th December. The supply of winter clothes to the Japanese troops at the front is ideally complete, non-combatants being included.

THE DISPOSITIONS OF THE DEFENDERS.

TOKYO, 13th December. Since the capture of the 23-metre hill, the localisation of the Russian troops on Taiyang-kou, Itzshan, a d. Antzshan is distinctly to be made out. The sailors were formerly used in the reserves, but they are now largely serving the Russian batteries, owing to the large number of casualties among the soldiers, who are now seemingly intended for the counter-attacks and charges.

The battleship *Sevastopol* is moored about three miles off the harbour mouth to the south-west of Mantoushan. Mantoushan is on the west side of the mouth of the harbour at Port Arthur.

THE WEATHER AT PORT ARTHUR.

TOKYO, 13th December. The weather has been bad at Port Arthur lately, with an occasional blizzard. There is reason to believe that further offensive installations have been made on 203-metre hill.

The bombardment was resumed on Monday morning on the New Town, and a conflagration ensued.

COREA TRYING HER TROOPS—A DANGEROUS RESOLVE.

TOKYO, 13th December. It is reported that the Korean Government has decided to despatch three battalions to Hamgyong province for the purpose of clearing it of Russians and realising the value of the national defence.

THE ALLEGED LOSS OF THE "YASHIMA."

The story of the sinking of the battleship *Yashima* has again been revived by journals tired of the long inaction at the front. The American papers subscribing to the Associated Press service contain a telegram, alleged to have its origin in Paris under date November 3rd, which runs as follows:—

The Associated Press was put in a position to-day to state positively that its despatches from Chefoo, Port Arthur, and Tokyo last June to the effect that the Japanese battleship *Yashima* had been sunk by a mine off Dany, which despatches were denied by the Japanese authorities at the time, have finally been officially confirmed. The Japanese Government has notified foreign Governments of the loss of the ship. The number of men who went down with the vessel is not known, but it is believed to have been small. The official details show that the *Yashima* struck a Russian mine and later attempted to make Dany harbour, but this proved impossible and she sank in deep water.

This story is getting very antiquated. Why should the Japanese Government, having maintained secrecy regarding the loss of the battleship for four or five months, now find itself called upon to notify foreign Governments of the loss of the ship? And why is it that the news has only leaked out in Paris? On the face of it the statements are so absurd that it is surprising they should have passed muster even in the office of a news agency. It only remains to add that the vessel which was lost in June was reported by the Russians to be among those which took part in the naval battle on the sortie from Port Arthur of the 10th of August; and that Commander Osawa, who was present at that battle and on Admiral Togo's flagship the *Mikasa*, distinctly stated in a lecture subsequently delivered in Tokyo, that five Japanese battleships took part. As Japan has only five battleships all told, this must include the *Yashima*. It really is about time the story of the loss of the *Yashima* was decently buried, for it has an ancient and fish-like smell.—*Kobe Chronicle*.

ROYAL HONGKONG YACHT CLUB.

FIFTH CLUB RACE.—18th DECEMBER. A beautiful bright winter's day, with a light breeze blowing from the N.E., was the state of the weather in the early morning, and it remained like this until just before the starting gun fired, when the wind shifted more to the southward.

The Championship class started off with booms over to starboard, and all got off very evenly except the *Dione*, which was working up to the line when the gun fired at 1 p.m. The south-easterly wind held until the four yachts neared Green Island, the *Aileen* keeping the lead; but beyond there, in the open channel, it was so-n that there would be, as is often the case, conflicting winds, each striving for the mastery, resulting in alternate patches of puffs and calms. The *Dione* and *Vernon* elected to go the north side of Green Island where a big patch of ruffled water could be seen; but the *Aileen* and *Elspeth* thought they could chest the tide better by going through the Sulphur Channel. The two latter on the whole did best. *Elspeth*, when under the *Aileen's* lee, began by finding a streak of wind which took her quite a mile ahead, and at one time the *Aileen* was at the least the same distance ahead of the *Dione* and *Vernon*. On nearing the rock south of Kau-I-Chow the wind fell with the two leaders, and the *Dione* and *Vernon*, with a strong following puff, came up rapidly. The *Elspeth*, however, rounded first, *Aileen* second, and *Vernon* last. Coming back a nice fresh breeze was met, bringing along the other two elms, and it then became a steady beat back to the Police Pier. *Elspeth* and *Vernon* took a long tack to the north, and f-tched round Stonecutter's Island; *Dione* and *Aileen* took a tack towards the *Hygieia*, and afterwards the *Dione* went over to the Yaumati side. The *Aileen* hugged the Hongkong side too long, and met a strong tide in crossing through the Naval Anchorage to the finishing line. The race resulted as follows:—

Yacht.	H. M. S.
<i>Dione</i>	4 50 30
<i>Elspeth</i>	4 56 5
<i>Aileen</i>	5 6 25
<i>Vernon</i>	5 10 50

ONE-DESIGN CLASS.

Four boats crossed the starting line at gun-fire. The *Colleen* got the best of the start, with *Mia* in close attendance. Running down to Green Island with many a gybe, the one-design class got mixed up with the handicap class, which was following ten minutes later with a better wind. The rock south of Kau-I-Chow was rounded in the order:—*Kathleen*, *Bonito*, *Mia*, *Colleen*. On the beat homewards *Kathleen* and *Bonito* kept to the south of Kau-I-Chow, and the other two tacked round the north side. Here *Bonito* sailed into calm and was left entirely by the others. *Kathleen* worked up the Stonecutter's Island shore, and as it turned out, sailed the best course. *Colleen* went north of Stonecutter's and *Mia* finally followed *Kathleen*. The result of the race was as follows:—

Yacht	H. M. S.
<i>Kathleen</i>	5 32 10
<i>Mia</i>	5 35 40
<i>Colleen</i>	5 38 55
<i>Bonito</i>	5 55 54

HANDICAP CLASS.

Chanticleer had somewhat the best of a rather ragged start, keeping the lead till the one-design class were overtaken laying in a flat calm. *Alannah* and *Doreen*, however, took a southerly course, going through the Sulphur Channel, where they kept the wind, rounding the rock considerably ahead of the rest of the boats. *Chanticleer* was the next round, and the remainder, with several one-design yachts, came round in a bunch. *Payne*, *Bonito*, and *Gloria* getting very much in each other's way. In the freshening breeze in the last beat back neither *Alannah* nor *Doreen* could be caught, and the yachts of this class finished as follows:—

Yacht	H. M. S.	Corrected
<i>Alannah</i>	5 5 40	5 5 40 (1)
<i>Doreen</i>	5 36 3	5 27 3 (2)
<i>Chanticleer</i>	5 42 45	5 33 45 (3)
<i>Payne</i>	5 53 45	5 38 45
<i>Iris</i>	5 55 50	5 48 50
<i>Gloria</i>	5 55 52	5 48 53

TEA.

Messrs. Wm. Jas and Hy. Thompson's Tea Circular states:—"There are no new features to record since our last; the demand for the lower grades continues on the basis of late rates, and as often happens, this has been followed by a weaker tone for good brands, more especially teas with tip and style. The re-introduction of the 1s. 4d. canister, which was made possible some weeks ago, should by now be having some effect on consumption, and it may be noted that the Duty payments so far this month are fully equal to those for the same period last year. The statistics of American trade, published by Messrs. J. R. Montgomery and Co., are interesting as showing the heavy falling off in the imports from China and Japan to date—particularly of Green teas—and afford proof of the progress made by British growers, while, as we pointed out previously, they seem to indicate the increasing esteem in which Black tea is held among the American population, and a revival of trade there should see a considerably extended business.

Messrs. Walker, Lamb and Co.'s China Tea Market Report states:—"Public sales comprised 928 half-chests Black Leaf, 351 half-chests Red Leaf, 270 packages Olong, 199 boxes Scented Orange Pekoe, and 293 boxes Scented Cape First crop Keemun were withdrawn from 10d. to 10½d. An Ichang sold at 9½d. per lb. Common Monings, Panyongs, and Saryuns were bid for up to 4½d. to 5d. per lb., and one or two round 6d. per lb. all being under limits. The private market has not been at all active, and in the higher qualities, a very limited business is passing. Some shipping orders have been transacted in Monings from 4½d. to 4½d. and at 5½d. to 5½d. per lb. There is only a small demand for the Home Trade, meantime holders are firm.

SUPREME COURT.

Monday, 19th December.

IN CRIMINAL JURISDICTION.

BEFORE SIR H. SPENCER BAKERLEY (CHIEF JUSTICE).

A TRIAD PIRATE.

Chan Shing Hing was charged with demanding money from Fung Ki Fa, a Tai-O (Chinese village at the extreme west of Lantau Island) fisherman, on the 6th July last; (2) with, accompanied by others, making a riot under arms later on the same day; and (3) with unlawfully assembling with others to create a disturbance.

Hon. Mr. E. H. Sharp, K.C. (Attorney-General), instructed by Mr. F. B. L. Bowley (Crown Solicitor), prosecuted on behalf of the Crown.

The prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. T. Banks, H. W. Fraser, W. A. Ward, I. Silbermann, G. M. Smith, H. N. Medy and F. A. Weng.

Fung Ki Fa, in giving evidence, said that at about 9 a.m. on the 6th of July last the prisoner, in the capacity of a Triad leader, along with two others, came to his boat and demanded \$10; blackmail. The prisoner and his gang belonged to Ho-lo (a district in Chinese territory outside the British New Territory). On the witness refusing to accede to the demand the defendant threatened to bring a gang of a hundred men and make him do so. He then left with the others, but returned at eleven o'clock accompanied by a gang of pirates who manned seven or eight boats. The boats were not able to cross the bar, although it was high water, so the pirates, after shouting threats that they would beat the present witness and break up his boat, landed a little distance away and approached the village along the shore. The witness and others pointed arms at them, and the attackers, after shouting out more threats, retired. The prisoner cried out to his comrades "Brethren, we cannot get across this deep water. We will go away, take tea, and come back at three o'clock, obb tide. We can then get across." The prisoner was armed with a revolver and knife. The police were informed in the meanwhile, and when the pirates returned four of them were arrested but the prisoner, the leader of the gang, escaped. The prisoner had levied small sums of blackmail from the witness on previous occasions.

In answer to the prisoner's question, "Am I not a fisherman?" witness replied "You are a vagabond and belong to the Triads."

Two other fishermen gave evidence, and P.-C. Henry Harding, sworn, deposed that on the 24th October last, on account of information received, he went to Shek Shan Village in Lantau Island accompanied by about fifty fishermen. The prisoner was found in a matched lying down under some boxes.

The jury, after the Chief Justice's summing up, returned a verdict of guilty. His Lordship sentenced the man to three years' hard labour and twenty-four strokes of the birch, within the first six months' incarceration.

AN ABOMINABLE OFFENCE.

Chun Lum, a Chinese coolie, was charged with committing an indecent assault on a child. He pleaded not guilty, and the following jurors were empanelled:—Messrs. C. H. W. Kow, C. G. S. Mackie, M. J. Danenberg, H. L. Muhle, F. Gomes, R. Pestonjee and H. Suter. The prisoner was found guilty and sentenced to imprisonment for the term of his natural life.

ATTEMPTED ARMED ROBBERY.

Ho Tak and Lok Wing were charged with having, on the evening of the 22nd of November, assaulted a woman, Chan Ho, with knives and with stealing gold rings from her; (2) with attempted armed robbery; (3) with assault, etc.

Mr. H. S. Calthrop, acting on behalf of the Attorney-General, prosecuted for the Crown. The prisoners pleaded not guilty and the following jurors were empanelled:—Messrs. G. M. Smith, J. Jolmstone, E. V. D. Parr, C. W. Smith, H. F. Chard, F. G. Allen and R. H. King.

The facts, briefly, from the evidence, were that after Chan Ho, the prosecutrix, had gone to bed she was roused by some men coming into her cubicle. One man was supposed to keep guard over her while the others ransacked the premises. The woman managed to rush over to the window and shout for help. This frightened the robbers, and they decamped. After they had gone the prosecutrix missed some gold rings. The two defendants, two of a gang of about five, were charged and arrested in the street.

When the first defendant was asked if he desired to put any questions to the second witness he said "We were the only two who went upstairs," and both prisoners thereupon admitted attempted robbery, but said they did not steal anything.

Mr. Calthrop signified that he was satisfied with the case, and the jury formally returned a verdict of guilty to the charge of attempted robbery.

His Lordship sentenced each of the prisoners to two years' hard labour.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCONN

SMITH (PUNICE JUDGE.)

MA SHEUNG TONG v. LI-KAN-TAI.

The plaintiff, represented by Mr. O. D. Thomson, claimed altogether \$217.80 from the defendant. The defendant admitted paying \$150 out of the amount owing, and also admitted liability to the extent of a further \$60. Judgment was given for \$60 and costs.

HAMBURG.

November 15th.

GERMANY AND AMERICA.

The result of the elections in the United States last week which assures the continuance in office of President Roosevelt has caused general satisfaction here, and it is hoped in commercial circles that in spite of his Protectionist tendencies he may see his way to modifications in the present tariff favouring a further development of the trade between the two countries. The election of Mr. Parker, his opponent, would have produced a state of uncertainty detrimental to business, a view which is apparently shared in America, as a general boom there is now predicted.

JAPANESE BALLOONS IN THE NORTH SEA?

The North Sea incident continues to engage the attention of the Press and the public. The *Hamburger Correspondent* publishes a letter received last week from a former officer in the German army, Lieutenant Eglert von Lohel, who is now serving with the Baltic fleet in the wireless telegraph department, corroborating in every particular the official report of the Russian admiral. The writer states that whilst lying off Skagen on Oct. 20 they were informed by a Russian merchantman, the *Baku*, coming from Sweden, of the presence of Japanese torpedo-boats which were lying concealed in some of the Norwegian fjords. Similar warnings were addressed to the admiral from other quarters as well. On nearing the Norwegian coast they observed two balloons which were evidently watching their movements. They were at the time formed in four divisions, the torpedo-boats leading the van far ahead and the *Kamchatka* bringing up the rear. On the night of the 22-23 Oct. [there is a mistake in the date here, as the British travellers were fired upon in the night of 21-22 Oct.] the *Kamchatka* signalled by wireless telegraphy that she was being attacked by eight torpedo-boats. At one o'clock the *Sumarow* likewise signalled a torpedo-boat, but upon the searchlights being turned upon them, they all disappeared. After that ten smaller steamers with lights shut down were seen to approach, of which only one, on receiving the usual warning, showed her lights and moved off, whilst the others continued to accompany the Russian ships in two parallel lines. None of the crew were to be seen on deck, from which the writer concludes that the vessels were manned by Japanese who at the time were engaged below in preparing torpedoes and other missiles to be discharged as soon as a favourable opportunity offered; in fact he asserts that a torpedo was actually fired at the *Kamchatka*, but missed her. When the Russians opened fire they saw no fishing boats; they sank two of the steamers and severely mauled a third, the rest disappearing. If British travellers were hit, it was much to be regretted, but could not be helped. As the fishermen admitted in their first account of the affair that they had noticed two torpedo-boats, of which one disappeared and the other waited until the morning, he repeats the argument of his chief that torpedo-boats must have been there, and that as their own were far ahead, they must have been Japanese ones.

One would feel inclined to give credence to the above account, if the torpedo-boats had been seen by others than the crews of the Russian squadron. The Norwegian Government denies that there have been any hiding in the fjords, and a Frenchman, Monsieur Victor Brien, declares in the *Journal* that having personally investigated the matter in Hull and elsewhere he has been unable to discover the slightest trace of them. Now torpedo-boats cannot vanish into thin air, so that considering the state of extreme nervousness manifested by the Russians according to all accounts whilst in Danish waters, one feels inclined to believe in a case of wholesale auto-suggestion. Such things have happened before; history tells us of armies on the point of being beaten, resuming courage at the supposed sight of St. George or some other saint rallying their broken ranks, and retrieving the day. Even in the present age visions of the Virgin Mary have been witnessed and sworn to by the entire population of villages in Roman Catholic countries. It is to be hoped that the Commission of Inquiry that is to meet shortly may clear up the mystery, but it is quite possible that the Russian Government may refuse to give effect to an adverse finding of the Board, and already Continental papers pretend to detect in Lord Lansdowne's remarks on the incident in his Mansion House speech last week indications of a desire to retire from the uncompromising position at first assumed by the British Government. The speech as a whole is commented on favourably.

ANGLO-GERMAN AMENITIES.

But to turn to a pleasant subject. The King's birthday was celebrated in this town by a dinner at the Uhlenhorster Fährhaus, to which about 140 members of the British community sat down. Our Consul-General, Sir William Ward, presiding. After giving the health of the Kaiser, as the head of the country we live in, he proposed that of King Edward, the toast called forth loud and enthusiastic cheers, and a congratulatory telegram was despatched to His Majesty to which a gracious reply was received next day.

HIBERNIA COLLIERY CO.

In the action of the Dresden Bank versus the Hibernia Colliery Company, judgment was delivered last week in favour of the defendants. I understand that a Bill is now being prepared to enable the Prussian Minister of Commerce to take over the shares now held by said bank. The Chambers of Commerce of the Lower Rhine and Westphalia, including those of Essen, Duisburg, Düsseldorf and others, have thereupon presented a petition to both legislative bodies of the State, urging them to refuse their assent

to any measure aiming at the purchase of mining property by the Government in these provinces. They are convinced that the acquisition of the Hibernia Company must in the course of time lead to that of others, and that the concentration of the mining industry in the hands of the Government will be attended by most serious consequences from a political, as well as from an economic and a social point of view. It is a lengthy document entering into all particulars of the question and pointing out that, apart from the direct injury it would inflict on the mining industry, the entire control of the output of coal into the hands of the State would be highly detrimental to the manufacturing interest in general, to which the supply of fuel is of vital importance. The price of coal entering largely into the cost of production determines to a great extent the chances of competition with foreign industries at home and abroad. The Government would for fiscal reasons have to work the collieries on different lines from those adopted by companies and private owners, and being already in possession of the railways, would have entire control of the trade of the country.

CANAL TRAFFIC.

It is feared in some quarters that the Imperial Government intends likewise to monopolize the tag service on the various canals, for the construction of which a Bill was submitted to the Reichstag during the last session, and is now again under discussion.

The River Elbe has once more attained its normal state, and the different steamship and tug companies have, to the great relief of all interested in the traffic, been able to resume their regular services.

ATLANTIC WAR OVER.

The protracted struggle between the different Atlantic steamship companies has also been brought to a close. The following notice has been published: "The negotiations between the steamship companies and the Cunard Line have been concluded, subject to the approval of the Hungarian Government, in so far that the Cunard Line will with regard to their Continental traffic join the association of Continental Steamship Companies and the association will be renewed. All war measures will be withdrawn from this day, and the Continental rates will be restored immediately."

POLICE COURT.

Monday, 19th December.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

AN ARMED SOLDIER.

A soldier was charged with b-having in a disorderly manner in Wellington Street on Saturday night, also with having in his possession a Japanese sword-stick without the permission of the Captain Superintendent of Police. The defendant, accompanied by two others, entered a Chinese restaurant in Wellington Street and ordered food. Having finished the meal, he was asked for payment. This he refused, and when the proprietor demanded it, he drew his sword and flourished it in a threatening manner. On the first charge he was fined \$5, and on the second \$25. He was further bound over in the sum of \$100, personal security, to keep the peace for six months.

TRESPASS ON POLICE PREMISES.

Four seamen belonging to the s.s. *Incent* were charged with trespassing on premises under the control of the Captain Superintendent of Police, behaving in a disorderly manner, and assaulting a Chinaman. The defendants entered the kitchen of Sergeant Kent's quarters and demanded drink from the boy. He refused to supply them, whereupon one of the defendants struck him. On the first charge the defendants were cautioned; on the second the first, second, and third defendants were each fined \$10, in default 14 days' imprisonment; on the third, the first and second defendants were sentenced to seven days' hard labour in default of paying a fine of \$5 each, while the fourth defendant was discharged.

BEFORE MR. F. A. HAZELARD (SECOND POLICE MAGISTRATE).

STONING A POLICEMAN.

A Chinese hawk was proceeded against for selling his wares within the limits of the Western Market, also with behaving in a riotous and disorderly manner, in that he did stone an Indian constable while in the execution of his duties. On the constable going to arrest the defendant he ran away. The constable gave chase, and the hawk, picking up a brick, hurled it at his pursuer, just missing his head. On the first charge a fine of \$2 was inflicted; in default six days' imprisonment. The defendant was ordered to pay \$50 on the second charge, in default 28 days, and in lieu of one day of the said imprisonment, public exposure for six hours in the stocks.

LARCENY.

A coolie who was engaged carrying flour from Kowloon to the Indian barracks at Lyman, breached the cargo and pilfered one bag. He has now entered on a term of 21 days' hard labour.

LARGE GAMBLING CONCERN.

Thirteen men and one woman, all Chinese, were charged with keeping an agency in connection with the Luk Wai Lottery at Canton. The work in connection with the lottery was carried out at four houses in the central district, one of the places being a printing establishment where tickets, posters, etc. were printed. The case was remanded till Tuesday next.

PAYNEBROKERS' ALLEGED BREACH OF TRUST.
In this case *Cheng Kwong* was proceeded against the Wing Cheung Pawnbrokers, for leasing, stealing or otherwise disposing of his diamonds and rings. The case was fully reported in a previous issue. His Worship, in delivering judgment, found that the defendants had disposed of the ring, and ordered them to pay \$300 compensation, less interest and money advanced, which left a balance of \$42 odd.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 19th at 11.30 a.m. The barometer has risen slightly in Japan and fallen moderately in China.
Gradients are still rather steep upon all the coasts of China but are becoming less so. Fresh N.E. monsoon may be expected in the Formosa Channel and fresh to strong monsoon in the northern part of the China Sea.
Forecast:—Fresh to strong N.E. winds, fine,

HONGKONG NAVY LEAGUE.

The annual meeting of members and associates of the Hongkong Branch of the Navy League was held in the old Chamber of Commerce room at the City Hall last evening. There were present Mr. H. E. Pollock, K.C. (President), the Hon. Gresham Stewart, Col. Western, and Messrs. G. Piercy, C. Mooney, C. B. Hayward, E. W. Mitchell, R. C. Wilcox, D. Layton, T. P. Cochrane, Lo Cheung Ip, D. R. Law, W. E. Claret, N. Mumford, W. H. T. Davies, S. A. Joseph, M. J. Stahl, A. Eabington, P. C. Potts and A. R. Lowe (Secretary).

REPORT AND STATEMENT OF ACCOUNT.

In moving the adoption of the report the President said:—The report and statement have been in your hands for some time past. As you will have seen from that report, it is nearly two years since I last had the pleasure of addressing you. As you will ascertain from the report, there has been a considerable change in the officers of the League during the past year and eleven months. I am sorry there are not more members and associates present here this afternoon, but perhaps—I hope it is so—that may be taken as a sign that the members and associates are satisfied with the manner in which the business of the League has been conducted since we last held a general meeting. My experience in Hongkong is, that a full and cordy meeting is a sure sign that some disturbance is going to occur, or that some points are to be brought forward. I should like to say a few words on matters of importance in connection with the branch. As stated in paragraph three of the report, the shooting continues to be on a high level in the China fleet, and I understand the *Ocean* in particular has made very good firing. [The speaker here read an extract from the *Naval and Military Record* of the 10th November last, wherein was given an account of the firing, under most difficult conditions, and as similar to the nature of firing in case of actual warfare as practice would allow, of H.M. ships *Glory*, *Albatross*, *Ocean*, *Vengeance* and *Centurion*.] On the whole, the report speaks of the very great progress made, and I think it is a most satisfactory account of the practice which was held on the 21st September last by the Commander-in-Chief, Admiral Noel. Our report deals also with the visit to the Far East of the Navy League Envoy, Mr. H. F. Wyatt. In his lecture at the City Hall, our late Governor, Sir Henry Blake, took the chair. I refer to that fact in particular, because an erroneous impression has got about in this Colony that the Navy League are in some way opposed to the Governor and the Government of the Colony, and it is not right for an officer of the Civil Service to belong to it. [Sir Henry Blake's presence at Mr. Wyatt's lecture ought to have disposed of that idea. I hope that in future we shall have more support from the large Civil Service of this Colony, also from the Naval and Military services. The Navy League, so far from being opposed to the Government, has as its primary object the support of the Government on every possible occasion, because, we feel with the late Lord Salisbury, that the defence of the nation is the business of the people. Nobody could accuse Lord Salisbury of being an enthusiast, or of in any way desiring to carry favour to the popular vote. On the 9th May 1900 he said that national defence was the business of the people and not of the Government, and if we consider the British Constitution we must say that the words of Lord Salisbury are very well founded indeed. It is quite obvious that taxation is essential for defence, and this comes out of the people. If their support cannot be secured for expensive measures in preparation for the possibility of war, it is quite obvious that the Naval and Military services must go down, and with them the prestige and credit of the British Empire must suffer. As I said before, it is for us to strive by every possible means to educate the general body of people, and induce them to give their support. And if Lord Salisbury expressed this opinion in 1900, how much more danger is there now since seeing the large sums expended in the South African War. Those who have studied the course of events at home, must have noticed that party amongst whom is Winston Churchill, whose watchword will be that of economy; and no doubt that party will complain that we are spending too much on Naval and Military preparations. The Navy League's object is to show that that party is mistaken, and to demonstrate that what we pay for preparations is only the insurance we pay for protection of our interests, and the dividend we get out of the money is to be found in the security we get, without which the British Empire would very soon begin to go down (applause). I would ask you to bear in mind that not only would unpreparedness for war, suddenly coming upon us, cause very great damage to our prestige and material prosperity, but, if unfortunately the danger of war should ultimately arrive, it is a well known fact that preparations which have to be made hurriedly at the last moment are the most expensive comparatively, and extremely uneconomical (applause). Gentlemen, I would therefore urge that it is incumbent upon us in this Colony to join the Navy League in large numbers, and I think that it is unsatisfactory that out of some 1,200 or more British and other members of this community exclusive of the service, we should only be able to have 235 members and 35 associates. I think it is very necessary that we should in this far Eastern Colony, dependent as we are upon everything; upon our prosperity for security of our maritime community, that we should join in great numbers the Hongkong branch of the Navy League. I feel sure we shall

find a great number joining here and giving their support to the League. We should remember that the support which is recorded by British residents in this Colony to this branch of the League serves to encourage the executive of the head office of the Navy League in London, and shows that Hongkong are heart and soul with them to put the defences of the empire on a sound and safe footing. As is well known to you, the subscription to this branch of the League is a very trifling one. There is no entrance fee; the subscription is only \$5 a year for members, and for associates \$2. Therefore nobody can say they cannot afford to join this branch. [Showing that the head office of the League appreciated the work done by the local branch, the speaker read a short extract from head office which congratulated the committee of the local branch on having assisted them in the past in the manner they had done. It not only thanked the branch for its valuable assistance, but for the example it has set for years past which has had great effect in stimulating the energies of the people in Shanghai.] In connection with the Shanghai Branch, I was speaking to a member of the committee only a few weeks ago, and I can tell you that that branch is showing very great activity indeed, and I hope the Hongkong branch will not allow themselves to be left behind (Applause). We have had sent out recently from home 100 copies of the British Navy post and present, and 300 Navy League maps. The committee propose to distribute the 100 copies amongst the Schools of the Colony, because it is considered that the education of youth with regard to the Navy is of great importance. The manuals they propose to distribute amongst members, and associates. The authorities here have decided to put seven or eight of the sloops and gunboats into reserve, and I believe the object of doing that is to obtain crews for torpedo-boat destroyers coming out here. That will no doubt be an important addition to the fighting fleet, and as such has the hearty approval of your committee. At the same time the committee have thought it right to inform the head office of the very useful work which has been performed by gunboats out here in the Far East in time past. There can be no doubt that these gunboats have on various occasions, when disturbances have arisen, been of very great assistance in affording protection to foreign residents in China, and in keeping up the prestige of the British name in places where otherwise Great Britain might not have made any showing at all (applause).

Mr. DAVIES, in seconding the motion for the adoption of the report, on behalf of absent members thanked the President and committee for the work done by them in connection with the League. The motion was carried.

ELECTION OF COMMITTEE.

Mr. MUMFORD moved that the retiring members of committee be re-elected with the exception of Messrs. Wilcox and Law who wished to resign as they were leaving the Colony, the former permanently and the latter temporarily, also that Mr. Crutwick, of Messrs. Jardine, Matheson and Company, be elected a member. Mr. Joseph seconded the motion, which was agreed to.

A vote of thanks to the Chairman concluded the meeting.

VOLUNTEER PRESENTATION.

FAREWELL TO SERGT. BARTOLOME (DRILL INSTRUCTOR).

The officers, non-commissioned officers and men of the left half of No. 2 Co., H.K.V.A., last evening bade farewell to Sergt. Bartolome, R.G.A., their drill instructor who leaves for home this morning.

Capt. SKINNER, H.K.V.A., in presenting Sergt. Bartolome with a solid silver tea service on behalf of the half company, said that they had invited him to meet them in order to wish Mrs. Bartolome and himself a pleasant voyage and other good wishes. During the year he had been associated with the left half of No. 2 Co. he had made himself popular with both officers and men, owing to the efficient manner and patience he had shown in conducting his duties. He had furthermore endeared himself to them all by his sterling qualities as a man, and they were grateful to him because he had always taken such an interest in instructing them individually, old hands and recruits. They deeply regretted losing him. The token might perchance bring back to him memory of the days he spent in Hongkong (Applause).

Major PRITCHARD, in a short speech commended on the excellent progress the left half of No. 2 Co. had made under the efficient instruction of Sergt. Bartolome (Applause).

Sergt. BARTOLOME, abashed by so much praise, in a manly speech replied that he had done no more than his duty. He was very pleased, certainly, with the progress the left half of No. 2 Co. had made. The men had been very attentive at their drills.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 5.30 p.m. on Saturday, the 17th inst., and left again at 4.30 a.m. on Sunday for Hongkong, where she is due to arrive at noon to-day.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 19th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 a.m. to-day.

The P.M. steamer *Manchuria*, with mails, &c., left Shanghai for this port on the evening of the 10th inst., and is due here on the morning of the 22nd inst.

The P.M. steamer *Mongolia*, with mails, &c., which left hence Nov. 19th for San Francisco via Shanghai, &c., arrived at her destination on the 16th inst.

The P. & O. steamer *Java* left Singapore for this port on the 17th inst. at 5 p.m.

XMAS CARDS.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD.

(SAME PREMISES AS MESSRS. AN CHEE).

Hongkong, 28th November, 1904.

138

THE COALING OF THE RUSSIAN FLEET.

The following letter appeared in the *Times*. Sir.—The answer of the Foreign Office to Messrs. Woods, Tylor, and Brown, in the *Times* (November 5), "that it is not permissible for British owners to charter vessels for such a purpose as following the Russian fleet with coal supplies," ought to have taken the shape of an order, and not to have been delayed until it was dragged out of the Government by the patriotic question of a private firm. It ought to have been issued early in the year before arrangements had been made for coaling the Russian fleet, and isolated cruisers, directly through Russian agents and indirectly through the Hamburg-American line, in which the German Emperor takes so deep an interest. Those arrangements have been, for the last nine months, public property. Since January last considerably more than one million tons of Welsh steam (Admiralty and non-Admiralty) coal has been shipped for Russia and Japan, up to October 24 last—an amount about equal to the 1,000,000 tons estimated by the Director of Admiralty Contracts as the demands of the British Navy for 1903-04. The Foreign Office, after one year's supply for our Navy has been lost to the nation out of our limited store of Welsh coal, now tells British shippers that "it is not permissible" for them to supply the Russian fleets with a fuel which is as truly contraband of war as contraband. We should like to know what is meant by "not permissible"? Is it an order to be enforced by penalties, or is it merely a regulation which may be broken with impunity? If it be the latter, it is worse than useless. If it be the former, does it apply to the ships already chartered with British coal for Russia? Does it apply also to those chartered for Japan?

There are other points also to be considered. If the British shippers are not allowed to carry coal for the Russian fleets, are Russian agents and the German shippers, acting for Russia, free to ship in our ports, in their own and in British and other steamers which they have hired for this very purpose?

The scale on which the coaling of the Russian fleets is now going on, from South Wales is shown by the fact that, during September and October, not less than 260,000 tons either had been or were being shipped for Russia, to Las Palmas, Tenerife, the Canaries, &c., from the ports of Barry, Cardiff, and Newport. The list of the steamers engaged in this "non-permissible" enterprise shows that it is being carried on mainly by Germans. The 55 steamers engaged in it (the *Cardiff Journal of Commerce*, October 24) belong to the following nationalities:—German, 36; British, 13; Norwegian, two; Russian, one; Danish, one; Italian, one; query, one—total, 55.

If the Government has no power to prevent the shipment by foreign steamers, the only effect of the ordinance of the Foreign Office will be to hand over cargoes, which otherwise would go in British ships, to our foreign trade rivals, and especially to Germany. If the Government has power to stop the supply of this contraband of war to the belligerents, it should lose no time in taking effective steps. If not, the decision of Parliament should be taken as soon as possible on a matter that is of vital interest to the nation—the depletion of the store of fuel, necessary for our Navy, if we are to continue to hold the mastery of the sea.

W. BOYD DAWKINS.
The Athenaeum Club, Pall-mall, Nov. 9.

OVERGUNNED SHIPS.

ALARMING INCIDENT ON H.M.S. "KING EDWARD VII."

The gun trials of the new battleship *King Edward VII.*, which were carried out last month, were not entirely satisfactory.

They confirmed the opinion which has been steadily growing in naval circles that there is a tendency to overgun our latest battleships, and the trial may exercise an important modifying influence upon naval design.

The practices were carried out under the supervision of Captain Percy Scott, and Commander V. B. Molteno, of the *Excellent* School of Gunnery.

The main barbette guns were fired with satisfactory results, but when the after-most 9.2 in. guns were discharged the quarter-deck buckled to the extent of some three inches, and the interiors of the cabins immediately beneath the casemates were completely wrecked.

Commander Molteno was so severely stunned by the effects of the concussion that for upwards of a quarter of an hour he remained speechless and helpless.

It is quite certain the *King Edward VII.* would not be able to fight her after 9.2 in. guns in action.

An important naval change was announced. After November 19 British warships will commission for two years instead of three years. This will prevent the accumulation of repair work, and enable the ships to be kept constantly in the most efficient condition.

CHURCHES AT WEIHAIWEI.

The China Squadron correspondent of the *Naval and Military Record* writes from Weihaiwei as follows:—

Both Churchmen and Nonconformists are busily engaged in the work of church-building. By the aid of voluntary subscriptions the Nonconformists have succeeded in building a "Union Church," and the seals and interior fittings generally were made for the most part by the mechanics in the squadron connected with their denomination.

Very evening goodly numbers of men of various ratings were to be seen giving up their leisure time to this work, and the result of their voluntary labours was highly creditable. The church was opened on Thursday afternoon for the first time, and three-fourths of the congregation consisted of bluejackets. A movement has been started this week to procure funds for the building of a place of worship for those connected with the Established Church. All the chaplains in the squadron are cordially co-operating, and the scheme has the approval and good wishes of the Commander-in-Chief and the Commissioner of Weihaiwei. On Tuesday, the 27th, a concert on behalf of the building fund was given in the Queen's Hall, and the Commander-in-Chief and most of the officers of the squadron were present. As the charge of admission was two dollars (2s. 6d.) each, a substantial sum was raised, and there is little doubt that the movement will be carried to a successful issue.



TELEPHONE No. 135.

THREE SUCCESSFUL WHISKIES.

CLUB

PER DOZEN \$15.00

KING EDWARD VII. SPECIAL.

PER DOZEN \$16.50

KING EDWARD VII.

VERY OLD LIQUEUR.

PER DOZEN \$22.00

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

41

ROBINSON

PIANO Co. LD.

SPECIAL

XMAS PRESENTS.

MASTER PIANO PLAYERS

\$325, \$495, \$595, \$700.

TESTED 5 YEARS IN HONGKONG

WITHOUT A FAILURE.

NEW SINGING

MACHINES.

NOT A PHONOGRAPHIC ATTEMPT

BUT AN ACTUAL REPRODUCTION

OF THE VOICES OF THE WORLD'S

BEST SINGERS AND BANDS.

\$60 TO \$125.

BECHSTEIN

ROYAL PIANOS

AND THE BEST MAKERS OF

EUROPE.

OUR OWN MAKE

\$400 TO \$550.

CASH OR CREDIT

SYSTEM.

Hongkong, 9th December, 1904.

[2150]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS.

31, Queen's Road Central.

Hongkong, 19th October, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lido's.

P.O. Box, 33. Telephone No. 13.

NEW ADVERTISEMENTS

TO THE INHABITANTS OF NEW KOWLOON.

TAKE NOTICE that the District Office is now at the Disinfecting Station, Yau-mat, at the junction of Pitt Street with the Road to Kowloon City.

THOS. A. HAMMER,
Secretary.

Hongkong, 20th December, 1904. [2935]

TRY OUR FRESH XMAS CAKES.

MADE from the Best of Ingredients and Pure Fresh Australian Butter, 1lb., 2lbs., 3lbs., other sizes made to order by giving previous notice.

Yearly increasing sale is the sufficient guarantee of their superiority.

All orders will be carefully attended to.

H. RUTHERFORD,
No. 5, D'Almeida Street,
and
36 to 38, Elgin Road, Kowloon.
Hongkong, 20th December, 1904. [2936]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TOMORROW (WEDNESDAY), the 21st DECEMBER, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 20th December, 1904. [2937]

TO LET.

FLATS for OFFICES, in New Buildings, next to Messrs. Jardine, Matheson & Co., Pedder Street. Electric Lift.
Apply to—
AHMET RUMJAHN,
61, Queen's Road.
Hongkong, 20th December, 1904. [2938]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Company's Notice of 19th September last, according to which the rate of collection for Telegram Charges was fixed at dollars 0.44 equal to Pcs. 1.00 for the quarter ending 31st December, 1904. Senders of Telegrams are hereby advised that the said rate will remain unaltered subject to revision after 3 months dating from 1st January, 1905.

OLAF NIELSEN,
Superintendent.
Hongkong, 20th December, 1904. [2939]

THE EASTERN EXTENSION AUSTRIASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the Notice of 19th September last, senders of telegrams are hereby advised that, from the 1st JANUARY NEXT, charges for telegrams will continue to be collected at the rate of FORTY-FOUR CENTS to equal ONE FRANC, such rate being subject to revision after further three months.

J. M. BECK,
Superintendent.
Hongkong, 20th December, 1904. [2940]

PEAK HOTEL

A GRAND EVENING CONCERT

WILL BE GIVEN BY
Miss HENRIETTE MURKENS (Violinist) and
Miss EDITH MERRYLEES (Pianist),
on
FRIDAY,
the 23rd inst., at 9.15 P.M.
Kindly assisted by Distinguished Local Amateurs.

Seats \$3
Booking at the ROBINSON PIANO CO.,
and at Office of PEAK HOTEL.
Hongkong, 20th December, 1904. [2941]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 23rd DECEMBER, 1904, at 2.30 P.M., at his
SALES ROOMS, 40, Bell Street,
A FINE COLLECTION OF
JAPANESE CURIOS,
Comprising—
SATSUMA VASES, PLATES, AND
BOWLS, SILVER and other CLOISONNES,
BRONZES, CARVED IVORIES, CUT
VELVET PICTURES, INLAID, LAC-
QUERED PANELS, SILK EMBROIDERED
SCREENS, HANGINGS, &c., &c.
On View on day of Sale.
Catalogues will be issued.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th December, 1904. [2942]

JAYA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR, (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"TJIMAHU."

Captain Zuurbaars, will be despatched for the above ports on or about FRIDAY, the 23rd inst.

For information as to Freight and Passage, apply to the
Head Agent of the
JAYA-CHINA-JAPAN LIJN.,
(Alexandra Buildings, 3rd Floor).
Hongkong, 19th December, 1904. [2933]

NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain Gayland, will be despatched as above on TUESDAY, the 27th inst., at DAYLIGHT.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 19th December, 1904. [2934]

NOTICE TO CONSIGNEES.

THE Steamship

"SILVERLIP."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD KARBURG & CO., Agents.

Hongkong, 19th December, 1904. [2943]

INTIMATIONS

PLEASE NOTE.

DURING CHRISTMAS WEEK ONLY.

all purchasers of at least \$25.00 worth of Wines and Spirits from Messrs. GREGOR & CO., will be entitled to receive in addition to their purchase, and absolutely free,

3 Full-size Sample Bottles of the following Wines at Choice:

GRAVES, SAUTERNES, MEDOC, ST. EMILION, MARGAUX, ST. JULIEN, ST. ESTEPHE or CH. LA TOUR MARCEAU, or

2 Full-size Sample Bottles of GREGOR & CO'S IMPERIAL HIGHLAND or CLUB NO. 1 WHISKY, or

1 Full-size Bottle of Messrs. MARIE BRIZARD & ROGERS' AFTER DINNER LIQUEURS, to be Selected out of 20 Varieties.

GREGOR & CO.,
Wine and Spirit Merchants,
34, Queen's Road Central, 1st Floor
(opposite Post Office).
Hongkong, 20th December, 1904. [2928]

WANTED.

FOR January, or earlier, a First-class HOUSE of Five or Six Rooms. Good Location. Willing to pay \$200 for suitable place.

Apply to—
M.,
Care of Daily Press Office.
Hongkong, 2nd December, 1904. [2901]

WANTED.

ENERGETIC CHINESE SALESMEN for Interior Ports by a Well Established Firm; exceptionally lucrative terms offered to right men.

Address in Chinese or English to
BOX 229,
Care of Daily Press Office.
Hongkong, 16th December, 1904. [2915]

C. LAZARUS & CO.

CALCUTTA.

Telegrams "MAHOGANY."

MANUFACTURERS OF

BILLIARD TABLES.

THE STAN ARD TABLE.

Rs. 1,460, packed complete for Billiards, has been supplied all over the East, from

BUSHIRE and QUETTA
to
SEOUL, YOKOHAMA, and the PHILIPPINES.

Price List on Application to the Office of the
"HONGKONG DAILY PRESS."
[2944-1]

WEISMANN LTD.

34, QUEEN'S ROAD CENTRAL.
TELEPHONE No. 407.

BEG to inform the Public of Hongkong and Kowloon that they have just received a Fine Stock of ASSORTED CHOCOLATES

AND CANDIES from the different Leading Firms in Europe and America, which are now on show at their premises; also all sorts of HOME MADE CANDIES

AND CHOCOLATES of the Finest Quality, Loose or in Boxes.

CHRISTMAS CAKES from 85 Cents to \$1.25 per lb.

CHRISTMAS PUDDINGS at 90 Cents per lb.

All kinds of FANCY CAKES, &c.
Orders taken for any kinds of Special Cakes or Puddings.

An early inspection is invited, so that you may give us your order in time for filling before Christmas.

H. WEISMANN,
Manager.
Hongkong, 2nd December, 1904. [2904]

INTIMATIONS

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT

BY THE BAND OF
H.I.G.M.S. "FUEST BISMARCK."

WAGNER NIGHT.
THURSDAY, 22ND DECEMBER,
AT 9 P.M.
Booking at the ROBINSON PIANO CO.,
L.D.
Hongkong, 17th December, 1904. [2916]

THEATRE ROYAL.

CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

COMMENCING
SATURDAY, DECEMBER 24TH.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

"THE BELLE OF NEW YORK."

MONDAY AND TUESDAY,
DECEMBER 26TH AND 27TH,
"THE GEISHA."
WEDNESDAY AND THURSDAY,
DECEMBER 28TH AND 29TH,
"A GAIETY GIRL."

PRICES AS USUAL.
Box Plans at the ROBINSON PIANO CO.
Hongkong, 20th December, 1904. [2927]

THE SWATOW GRASS CLOTH SILK, and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904. [216]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.
Hongkong, 19th November, 1901. [175]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
TOMORROW (WEDNESDAY),
the 21st DECEMBER, 1904, at 2.45 P.M., at
No. 3, BARROW TERRACE, Kowloon,
A QUANTITY OF
VERY VALUABLE HOUSEHOLD FURNITURE,
Comprising—
HANDSOMELY CARVED TEAK SIDE-BOARD with BEVELLED MIRROR and DINING CHAIRS to MATCH. TEAK EXTENSION DINING TABLE. TEAK OVER-MANTELS with BEVELLED MIRROR. BRASS PENDOLS, LACE CURTAINS, &c., &c.;
FINE BRASS and BRASS MOUNTED DOUBLE BEDSTEPS, FINELY CARVED TEAK WARDROBES with GLASS DOORS, TEAK BUREAUX with BEVELLED MIRROR, WASHSTANDS with TILE BACK, &c., &c.;
Also
BATHROOM and PANTRY REQUISITES.
N.B.—The above Furniture has only been in use for Six Months.
On view from Monday, the 19th December. Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 15th December, 1904. [2942]

TO CLOSE ACCOUNTS.

In the Estate of J. H. BROOKE, Deceased.

JNO. W. HALL has received instructions from The Executors to sell by Public Auction at the Sale Rooms, No. 61, Main Street, Yokohama, on TUESDAY, the 27th December, 1904, at 2 P.M., as a going concern "THE JAPAN HERALD," the leading evening and oldest newspaper in Japan, with all the plant, presses, type, office furniture, &c., &c.
For Further Particulars, apply to
THE AUCTIONEER.
Hongkong, 8th December, 1904. [2959]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held TUESDAY, the 27th day of DECEMBER, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 years, commencing from the date of sale, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1.	100	Marine Lot No. 229	146, 171, 167, 657, 10, 242, 523, 113, 694	10.242	523	113, 694

PUBLIC COMPANIES

WO SHUN STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Wo Shun Steamboat Company, Limited, will be held at the REGISTERED OFFICE of the Company, No. 138, Connaught Road, Victoria, Hongkong, on THURSDAY, the 22nd day of December, 1904, at 2 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting to be subsequently convened.

RESOLUTION.
"That the Capital of the Company be increased to \$140,000 by the creation of 900 New Shares of \$100 each."

Hongkong, 15th December, 1904. [2917]

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICE of the Company in Alexandra Buildings, Des Voeux Road, on FRIDAY, the 23rd day of December, 1904, at No. 2, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to 23rd inst., both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th December, 1904. [2906]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such Call is Payable on 2nd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st November, 1904. [2573]

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & Co. Sole Agents.

Hongkong, 18th May, 1903. [21]

S. I. ENTING.

SURGEON DENTIST.
No. 19, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2227]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

ENGINES AND BOILERS FOR SALE.

THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS for an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOOP SHOP, No. 183, Wing Lok Street, or the U WO TAI SHOP, No. 110, Des Voeux Road West, or the CHIOY LEE SHOP, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.
Hongkong, 31st October, 1904. [2560]

FOR SALE.

ONE VERTICAL ENGINE with Fly Wheel and Governor, one Cylinder 9 1/2 inches diameter by 8 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, one Cylinder 12 1/2 inches diameter by 12 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, two Cylinders 9 1/2 inches diameter by 12 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one Cylinder 11 1/2 inches diameter by 33 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one Cylinder 16 inches diameter by 30 inch stroke.

The above can be inspected, and all particulars obtained, upon application to the Manager, Kowloon Docks.

Hongkong, 12th December, 1904. [2388]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home work.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hoio.

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

STOREKEEPERS

BISMARCK & CO.
Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers and Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 57, 58 & 59, Connaught Road, New Praya Central.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....1,125,000
PAID-UP.....562,500
RESERVE FUND.....80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the Daily balance.

ON FIXED DEPOSITS—
For 12 months.....4 1/2%
" 6 ".....3 1/2%
" 3 ".....2 1/2%
" 1 ".....1 1/2%
" " " " EVAN ORMISTON,
Manager.

Hongkong, 23rd May, 1903. [22]

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold \$7,897,391.30—about £1,625,000.
Capital and Surplus authorised, Gold \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

LONDON OFFICE: THREE DUNDY HOUSE, E.C.

Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, PANAMA, MANILA, CEBU, SHANGHAI, SINGAPORE, PENANG, YOKOHAMA, KOBE, BOMBAY, CALCUTTA, CANTON, and Agents all over the World.

London and Continental Bankers—
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

CREDIT LYONNAIS, DRESDENER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VOEUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 25th July, 1904. [2502]

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STEERING RESERVE.....\$10,000,000
SILVER RESERVE.....7,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. Goetz, Esq., N. A. Sles, Esq.,
Hon. W. J. Gresson, H. W. Shaw, Esq.,
A. Haupt, Esq., Hon. R. Shewan,
H. Schubart, Esq., E. S. Wheeler, Esq.,
E. Shellin, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2% per cent. per Annum.
For 6 months, 3 1/2% per cent. per Annum.
For 12 months, 4 1/2% per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1904. [119]

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....Sh. Tael 7,50

HAVE YOU THOUGHT OF YOUR XMAS DINNER? AND WHAT ABOUT THE WINES? REMEMBER THAT WE ONLY STOCK THE BEST.

WE ARE AWAITING YOUR ORDERS.

GREGOR & CO.

WINE AND SPIRIT MERCHANTS.

31, QUEEN'S ROAD CENTRAL, 1ST FLOOR

(OPPOSITE POST OFFICE)

2735-13

TO LET
TO LET.

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904.

TO LET.

ONE ROOM, on the First Floor of
Alexandra Buildings.Apply to—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 10th December, 1904.

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the
Ground Floor of the Annex, suitable for
Office. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.

Hongkong, 4th June, 1904.

TO LET.

BANGOUR (PEAK).
FURNISHED, to let in about 2
months. Newly repaired, Painted and Coloured
washed.No. 7, BELILIOS TERRACE, 1st Row.
No. 20, " 2nd Row.
No. 11 & 14, " 3rd Row.
BEACONSFIELD ARCADE, No. 14,
1st Floor.
BUNGALOW (Furnished), at New Terri-
tory, Kowloon, 4 Rooms, low rental.

Apply to—

Linstead & Davis.

Hongkong, 12th December, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904.

TO LET.

NO. 1, REPOH TERRACE.
A HOUSE in WONG-NEI-CHONG
ROAD, facing Race-course.FLATS in MARKET TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE PIKE).
GODOWNS; PRATA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.

Hongkong, 29th June, 1904.

TO LET.

ONE LARGE GODOWN, No. 112A, Praya
East.
Possession from 1st January, 1905.
Apply to—
D. DORABJEE,
King Edward Hotel.
Hongkong, 25th December, 1904.

TO LET.

AT East Point, a NEW BRICK-BUILT
TWO STORIED GODOWN with
Water Frontage.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 26th November, 1904.

TO LET.

TO LET
TO LET.GODOWN No. 3, New Praya, Kennedy
Town.Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 22nd November, 1904.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen, Serv-
ants' Quarters, Bathrooms, Hot and Cold
Water, Good Sea View.Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904.

TO LET.

THREE FIRST-CLASS SHOPS,
European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rentals.

Apply to—

HUMPHREYS' ESTATE &
FINANCE CO., LD.

Hongkong, 21st June, 1904.

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's
Road Central (Corner House), 6th
GODOWNS at Back. Can be let separately
or wholly. Rent moderate, cheaper if the whole
is taken on a long lease.

Apply to—

CHUNG SHUN KOO,
12 & 14, Queen's Road Central,
Hongkong, 6th December, 1904.

TO LET.

NOS. 19 & 21, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
GODOWNS Nos. 31A, 31B, 34C, Praya East.
Possession from 1st January, 1905.

Apply to—

COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 1st December, 1904.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNOLD & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1904.DAVID CORSAIR & SON'S
MERCHAND NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAKPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.THE AMERICAN SYSTEM
OF
DENTISTRYDR. M. H. CHAUN,
37, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904.

INTERESTING SHIPPING CASE AT SHANGHAI.

The following report of a case heard at Shanghai on the 14th inst. appears in the N. C. Daily News:—Alfred Longstaff and William Tait, mate and chief engineer respectively of the s.s. *Nigretta*, were summoned for refusing to obey the lawful commands of the master, Samuel Harrison, at Shanghai on the 14th December. Samuel Harrison, master of the s.s. *Nigretta*, said that Alfred Longstaff was on his articles as mate and William Tait as chief engineer. (Article produced.) The defendants had refused to accompany the vessel to Vladivostok. Otherwise they had done their duty properly and as usual. The second mate, second and third engineers, cook and steward, boatswain and carpenter, and one ordinary seaman had also refused to proceed. They were the only Europeans in the ship. The other men had agreed to abide by the decision in the case of the men summoned. The articles were signed on the 16th December 1903. The shipowners were Messrs. Allan & Co. of Newcastle-on-Tyne. The ship was now chartered by Messrs. Moller Bros. as agents for Mr. Sorebrenik. The charter was for two months with the option of a third. The cargo to be carried to Vladivostok was kerosene oil in cases and absolutely nothing else as far as complainant knew. The ship was loaded, and he believed that there was nothing in the ship except the oil. The ship was not carrying any units or passengers. The ship was not in any way engaged in the service of either of the two belligerents. Complainant had never heard of any notification of a blockade of Vladivostok and had received no notice of any.

Cross-examined—Complainant first heard that war had broken out while he was at Singapore or Colombo; he could not remember which. It was about the 2nd of March. The ship called at Singapore for orders. Complainant first informed the defendants that the ship was proceeding to Vladivostok on arrival at Shanghai on the 8th inst. They then declined to go, as they considered there was an extra risk which they refused to take. Complainant inferred that the existence of mechanical mines in the neighbourhood of the harbour was the cause of the objection. No other reason was given, but they mentioned the possibility of capture by the Japanese, though that did not weigh with them so much as the mines. It was also mentioned that Vladivostok might be bombarded; in fact all the circumstances that probably could be enumerated were enumerated. Complainant had followed the sea for forty-one years. He could not express an opinion as to whether the articles contained an obligation to proceed to Vladivostok under the circumstances.

His Worship pointed out that complainant could not relieve him (the magistrate) of his duties. Complainant thought it probable he could supply the places of these men in Shanghai. He desired to protect himself by these proceedings and he wanted to get to Vladivostok. He had no other complaint against these men.

Mr. Browett, for defendants, stated that the only question raised was whether under the circumstances the master's order was a lawful one, or to be necessarily obeyed in accordance with the articles.

Defendant Alfred Longstaff, first officer of the *Nigretta*, said he had signed on the ship's articles, as first heard of the outbreak of war on arriving at Colombo. Last Thursday complainant told defendant that the ship was going to Vladivostok and he (defendant) replied that he declined to go. His reason given was that the place was laid over with uncharted mines. He also said that a Japanese squadron might bombard the place at any time while they were inside; also he referred to the danger of capture by the Japanese. Defendant considered it against his personal safety to agree to go there. None of these risks were contemplated by him when he signed on the ship's articles.

By the Court—The articles were for three years or until the return of the ship to the United Kingdom. He had not considered, before signing the articles, the extreme likelihood of a naval war breaking out before they expired. The cargo was supposed to be petroleum oil, but he would not like to say what the cases might contain. He had seen kerosene oil running out of some of them. The Japanese Consul here had told defendant that oil might be conditional or unconditional contraband and that a vessel conveying it, if seized, would probably be taken to Sasebo for decision by the military authorities. It did not matter what might appear on the bills of lading.

His Worship—Which do you consider the more perilous occupation: going crawling into Vladivostok among a lot of mines or voyaging in the North Sea with the Baltic Fleet about?

Defendants—I don't know, Sir: about the same risk. (Laughter.)

Defendant, William Tait, without being sworn, said he took up exactly the same position as Mr. Longstaff.

In reply to his Worship, Mr. Browett said he had no knowledge of a blockade of Vladivostok, nor did he raise that point. In regard to whether kerosene might be deemed contraband or otherwise he presumed a distinction would be drawn between oil for the use of the inhabitants of the country and oil for the use of troops. That rested for proof with the ultimate consignees of the cargo.

His Worship—Who are the consignees?

Complainant was not able to say. Mr. Longstaff said a Mr. Hermann was the consignee at Vladivostok and a Mr. Gifford, or some such name, at Harbin.

Mr. Browett observed that both places were, in common knowledge, almost entirely occupied by troops.

His Worship pointed out that kerosene oil was not mentioned in the list of articles under conditional contraband in the Japanese proclamation.

Mr. Browett remarked that oil would be very useful for lighting purposes at Vladivostok particularly at this time of year.

Defendant Longstaff, re-called, said he was a married man with two children.

Defendant Tait, sworn, said he was a married man, but without children.

Complainant, replying to his Worship, said he could not give the latitude of Vladivostok without reference to the chart, but it was certainly within the articles.

Mr. Browett submitted that defendants were perfectly justified in refusing to proceed to Vladivostok under the circumstances. It was a matter of common knowledge that the Russians were not particular as to where they laid their mines, or where they left them, or where they allowed them to wander. Therefore it was not only a question of being piloted through a channel between mines, but a steamship going to Vladivostok ran very considerable risks, as it might at any time come in contact with a mine whose location was unknown to the pilots. Again suppose the ship got inside there might come a bombardment or a blockade at any time.

Mr. Browett referred his Worship to the decision of Lord Kenyon in the case of *Lindland v. Stephens*, reported in 3 Espinasse, p. 269, as supporting his contention that the summonses should be dismissed.

His Worship proposed to give a decision in writing next morning at 10 a.m.

Complainant—Then I shall be unable to get away for another day.

His Worship—Why?

Complainant—To come here first and pay off these men and take on a fresh crew will make it too late.

His Worship—It is not yet settled you will have to pay them off.

Complainant—But in case I do.

Judgment was as follows:—

This is a summons taken out against Alfred Longstaff, chief officer of the s.s. *Nigretta*, and against William Tait, chief engineer of the same ship, charging them for that they have been guilty of wilful disobedience to the lawful commands of the master, Samuel Harrison, contrary to Sec. 225, sub-section (b) of the Merchant Shipping Act, 1894.

The defence raised is that the command consists of an order to proceed to sea with a cargo of kerosene oil for Vladivostok, a port at present in the occupation of the Russians, now at war with Japan; that in going to that port the crew will incur dangers other than those which they are required to incur under their articles of agreement and the conditions of their service, and that consequently the command of the Captain is not a lawful command within the meaning of the said section.

The dangers which the defendants allege they will incur are: (1) damage from mines protecting Vladivostok; (2) damage from the possibility of the place being bombarded after they get there; (3) risk that the ship may be taken into Sasebo by the Japanese for investigation as to the nature and destination of her cargo.

Now there is no question but that Vladivostok is within the degrees of latitude within which these men have contracted under their articles to serve, and it is not contended for the defence that Vladivostok is blockaded or that the ship is engaged in any "unneutral service" on behalf of either belligerent.

With regard to the question as to whether or no this ship is carrying contraband of war it has only been contended that the cargo is of such a nature that there is a risk that the Japanese may require to take the ship into Sasebo for investigation. In this connection it may be well to mention that Sasebo is within the latitudes within which these men have agreed to serve.

From the list of articles declared to be contraband it does not appear that kerosene is contraband, and there is nothing before me to lead me to suppose that this ship runs any special risk of capture beyond the risk run by any ship sailing for a belligerent destination. I may point out that in time of war every

neutral ship on the high sea has to submit to the exercise of the right of search, and experience has shown that this right is not always exercised without risk to the neutral ship.

I am of opinion that under the circumstances before me, the command of the master is a lawful command. It is obvious that the outbreak of any big naval war is likely to cause additional perils to peaceful merchant shipping, and those perils have been increased by the range of modern weapons and the employment of mines, etc., but I know of no authority for any general proposition that the outbreak of war alone, and the perils consequent thereon, modifies the agreements of crews of such peaceful merchantmen. There is authority for the proposition that a man is not excused from carrying out his contract by reason of the fact that difficulties and dangers have arisen before the contract is completed which were not foreseen or contemplated at the time of the making thereof.

In proceeding to Vladivostok the Captain is prima facie doing nothing which a peaceful trader is entitled to do unmolested by either belligerent, and I cannot excuse the men from the obligations required of them by their articles on the ground of the perils which they have alleged may possibly exist in such performance.

Under the circumstances I shall only impose a fine of one day's pay on each of the defendants, but should they continue to refuse duty the Captain will be entitled to bring them again before me under sub-section (c) of the same section of the Act when they will run the risk of undergoing a term of imprisonment.

J. C. E. DOUGLAS.

Police Magistrate.

INSURANCES

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCHANT TIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903. £16,893,650

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FIVE FUNDS, 3,056,911 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904.

WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

OF AIX-LES-BAINS.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

CARBOLINEUM-AVENARIUS

FOR WHOLESALE CASK OF ABOUT 450 LB. NET
FOR PRIVATE CIRCLES IN TINS OF 45 LB. AT 85/10 PER TIN.

Known all over the World as a thoroughly effective preserver of Wood against White Ants, Fungus, Dry-rot, Decay.

Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTAMANN & CO

Sole Agents for China.

Hongkong, 19th July, 1904.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.00 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
TAFAT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

THE LIVER IS A GOOD FRIEND, BUT A BAD ENEMY.

The liver is a large and powerful organ, composed of a great multitude of blood-vessels, nerves, absorbents, and bile channels, held together by a reddish-brown substance. The liver's great work is to supply the bile, which helps to prepare our food for converting into rich, life-giving blood.

But when the liver becomes sluggish, there is not enough bile made to digest the food, and the blood becomes starved—thin, pale, and without nourishment, and at the same time the food ferments, giving off bad gases which cause flatulency, headache, and foul breath.

How to tell whether you have Liver Trouble.—One of the first signs of sluggish liver is a feeling of weariness and despondency (due to the impure blood stupefying the brain, and failing to nourish the body). The complexion will be yellow, and the eyes heavy; there will be wind in the stomach, variable appetite, palpitation of the heart, and bad taste in the mouth.

Liver trouble should always have prompt treatment; and in its early stages, careful dieting, in conjunction with a thorough course of Doan's Liver Pills, will effect a cure. But if neglected, enlargement of the liver may result, and the action of the organ may be ruined; there will be dyspepsia, anemia, and perhaps skin disease. The muscles that drive out the poisonous waste will be numbed, and there will be constipation. Doan's Liver Pills are the great liver corrector; their action is mild but reliable; they give a healthy stimulus to the liver, so that sufficient bile is produced to digest the food and ease the passage of waste.

All the chief chemists and medicine-dealers sell Doan's Liver Pills, price 7/4 for a box, or 6/6 for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Well-street, Oxford-street, London, England.

Doan's Liver Pills, price 7/4 for a box, or 6/6 for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Well-street, Oxford-street, London, England.

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SHIPPING.

ARRIVALS.
 ACME, American 4-m. ship, 2,937, McCallan, 19th Dec.—Kobe 9th Dec., General—Standard Oil Co.
 CALADO, U.S. gunboat, 18th December, from Canton.
 DERAZONK, Norwegian str., 1,496, Olaf Tschering, 18th Dec.—Haiphong 18th Dec., Rice—A. R. Marty.
 FERNIER, British str., 2,444, Fisher, 18th Dec.—Batoumi via Colombo 14th Nov.
 PETROLUM, Dutch str., 4,455, Robertson, 19th Dec.—Chinwanton 13th Dec., Nil—Gibb, Livingston & Co.
 KORAT, German str., 1,220, W. Hubner, 19th Dec.—Bangkok and Angkor 9th Dec., General—Chinwanton.
 LYEMOON, German str., 1,238, Th. Lehmann, 19th Dec.—Shanghai 18th Dec., General—Schenck & Co.
 MEEFOO, Chinese str., 1,821, J. Whitelaw, 19th Dec.—Shanghai 16th Dec., General—Chinwanton.
 PROBIT, Norwegian str., 715, E. Olsen, 18th Dec.—Bangkok 9th Dec., Rice—Angkor Thoreau.
 SAMSEN, German str., 998, Rohwaldt, 19th Dec.—Bangkok 11th Dec., Rice—Molchers & Co.
 SENEGAMBIA, German str., 4,500, Jaburg, 19th Dec.—Shanghai 18th Dec., General—Hamburg-Amerika Linie.
 SILVERHILL, British str., 4,490, G. Branstetter, 18th Dec.—London 30th Oct and Singapore 11th Dec., General—Arnhold, Karberg & Co.
 TAIWAN, British str., 1,109, H. Harder, 18th Dec.—Shanghai 15th Dec., General—Butterfield & Swire.
 TAKSANG, British str., 957, W. P. Baker, 18th Dec.—Canton 14th Dec., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 19th December.
 Calchas, British str., for Manila.
 Gasland, German str., for Haiphong.
 Hsitan, British str., for Swatow.
 Lyemooon, German str., for Canton.
 Takwang, British str., for Swatow.

DEPARTURES.

19th December.
 CHIHAI, British str., for Canton.
 FOCHOW, British str., for Shanghai.
 FERNIER, British str., for Shanghai.
 GLENGLAS, British str., for Amoy.
 HUYSON, British str., for Shanghai.
 KASHING, British str., for Canton.
 MANICA, British str., for Singapore.
 SUNGKIANG, British str., for Cebu.
 TAIWAN, British str., for Canton.
 TIENSHIN, British str., for Yokohama.
 YIKSANG, British str., for Canton.

VESSELS IN DOCK.

19th December.
 ABERDEEN DOCKS.—Holstein.
 KOWLOON DOCKS.—U.S.S. Fathomer, Agincourt, Hye, Indravelli, Seida, Attaka, H.M.S. Thetis.
 COSMOPOLITAN DOCK.—Sheila.

VESSELS ON THE BERTH

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU and CHEMULPO.)
THE Steamship
 "LOONGMOON,"
 Captain F. Kalkofen, will be despatched for the above port TO-DAY, the 20th inst., at 3 p.m.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO., Agents.
 Hongkong, 19th December, 1904. [2930]

DOUGLAS-STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POCHOW.
THE Company's Steamship
 "HAIKAN,"
 Captain Roach, will be despatched for the above ports TO-DAY, the 20th inst., at 9 a.m.
 For Freight or Passage, apply to
 DOUGLAS LAFAIR & CO., General Managers.
 Hongkong, 17th December, 1904. [2923]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "ARRATON APCAR,"
 Captain E. H. will be despatched for the above ports TOMORROW, the 21st inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD., Agents.
 Hongkong, 19th December, 1904. [2903]

REGULAR STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL
 PROPOSED SAILINGS FROM HONGKONG.
 1904.
 "SHIMOSA" ... 28th Dec.
 "GIAZZE" ... 25th Jan.
 "SATSUMA" ... 5th Feb.
 For Freight and further information, apply to
 DODWELL & CO., LD., Agents.
 Hongkong, 10th December, 1904. [877]

STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL
THE Steamship
 "SENECA,"
 will be despatched as above on or about the 15th January, 1905.
 For Freight & further information, apply to
 STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 13th December, 1904. [2899]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	On 31st inst., at Noon
LONDON & ANTWERP	BENJAMON	Brit. str.	1 m.	Clark	GIBB, LIVINGSTON & CO.	About 10th Jan.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	On 31st Jan.
AMSTERDAM, LONDON & ANTWERP	MOYNE	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP	HYSON	Brit. str.	1 m.	H. C. Kitch, R.N.R.	BUTTERFIELD & SWIRE	On 31st Jan.
AMSTERDAM, LONDON & ANTWERP	FIAM	Brit. str.	—	Schmitz	P. & O. S. N. Co.	About 21st inst.
MARSEILLES, LONDON & ANTWERP	CANIA	Brit. str.	—	E. Prehn	MELCHERS & CO.	On 27th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	TOKIN	Brit. str.	—	Jaburg	MELCHERS & CO.	To-morrow, at Noon.
BREMEN, VIA PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	To-morrow.
BREMEN, BREMEN & HAMBURG	ARMENIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 1st Jan.
HAVRE & HAMBURG	C. F. F. LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 10th Jan.
HAVRE & HAMBURG	AMERICA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 22nd Jan.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 27th Jan.
HAVRE & HAMBURG	ARGADIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 7th Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 21st Feb.
HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 21st Mar.
TRIESTE, &c. VIA SINGAPORE, &c.	SAMBIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 29th inst., P.M.
GENOA, MARSEILLES, HAVRE & LIVERPOOL	GISELA	Aut. str.	1 m.	J. Riley	BUTTERFIELD & SWIRE	On 22nd inst.
GENOA, MARSEILLES & LIVERPOOL	NINGCHOW	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE	On 20th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	HECTOR	Brit. str.	—	S. Robinson	DODWELL & CO., LD.	About 21st inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	F. G. Purington	SHAW, TOMES & CO.	About 30th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	CLAYDALE	Brit. str.	—	Wagner	SHAW, TOMES & CO.	About 15th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.	H. A. Haralson	CANADIAN PACIFIC R. CO.	On 28th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	AMERICA	Brit. str.	2 m.	C. D. Goldsmith, R.N.R.	CANADIAN PACIFIC R. CO.	On 11th Jan.
VANCOUVER, VIA SHANGHAI, &c.	EXPRESS OF CHINA	Brit. str.	1 m.	F. Kalkofen	BUTTERFIELD & SWIRE	On 23rd inst.
VANCOUVER, VIA SHANGHAI, &c.	PERLES	Brit. str.	—	Roope	DODWELL & CO., LIMITED.	On 9th Jan., at Daylight.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	PIRIADES	Brit. str.	—	G. Meiners	PORTLAND & ASTORIA S.S. CO.	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NIOMEDIA	Brit. str.	1 m.	Tomanovich	BUTTERFIELD & SWIRE	About 27th inst.
PORTLAND, OREGON	CHINGTU	Brit. str.	1 m.	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
AUSTRALIAN PORTS	JATA	Brit. str.	—	A. Hansen	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TIENSHIN	Brit. str.	1 m.	H. A. Haralson	SIEMSEN & CO.	To-morrow, at 3 p.m.
MOJI & KOBE	ANSHU	Brit. str.	1 m.	C. Cornelissen	JARDINE, MATHESON & CO.	Quick despatch.
CHEFOO	WUJUNG	Brit. str.	—	Roach	MELCHERS & CO.	On 24th inst., P.M.
SHANGHAI	LOONGMOON	Ger. str.	—	Pennafather	SANDER, WIELER & CO.	About 31st inst.
SHANGHAI	CHOYANG	Ger. str.	—	R. Rodger	P. & O. S. N. Co.	On 27th inst., at Daylight.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	RUON	Ger. str.	—	T. W. Garlick	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	CHINA	Brit. str.	—	E. Fey	OSAKA SHOSHEN KAISHA	On 25th inst., at Daylight.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	COROMANDEL	Brit. str.	—		OSAKA SHOSHEN KAISHA	On 1st Jan., at Daylight.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	PALAMONTE	Brit. str.	—		OSAKA SHOSHEN KAISHA	On 28th inst., at Daylight.
AMOI, STRAITS & RANGOON	THUMPH	Jap. str.	—		DOUGLAS LAFAIR & CO.	To-day, at 9 a.m.
FOCHOW, VIA SWATOW & AMOI	M. SERVET	Jap. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
TAMU, VIA SWATOW & AMOI	PROVIDENCE	Jap. str.	2 h.		JARDINE, MATHESON & CO.	On 24th inst., at 10 a.m.
ANPING, VIA SWATOW & AMOI	HAITAN	Brit. str.	—		DODWELL & CO., LD.	About 28th inst.
SWATOW, AMOI & POCHOW	TAMING	Brit. str.	1 m.		SHAW, TOMES & CO.	On 31st inst., at 10 a.m.
MANILA	YUENSANG	Brit. str.	—		QUICK DESPATCH.	Quick despatch.
MANILA DIRECT	ZAFIRO	Brit. str.	—		QUICK DESPATCH.	Quick despatch.
MANILA	TREMON	Brit. str.	—		QUICK DESPATCH.	Quick despatch.
MANILA	RUBI	Brit. str.	—		QUICK DESPATCH.	Quick despatch.
MANILA	TUPANAS	Dut. str.	—		QUICK DESPATCH.	Quick despatch.
JAVA PORTS.	TUPANAS	Dut. str.	—		QUICK DESPATCH.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANAS	Dut. str.	—		QUICK DESPATCH.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—		QUICK DESPATCH.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—		QUICK DESPATCH.	Quick despatch.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 28th Dec.
 R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 11th Jan.
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 25th Jan.
 R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 8th Feb.
 R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 8th Feb.
 Hongkong to London, 1st Class ... £240.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... £242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent.
 9, FULTON STREET.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SENEGAMBIA	HAVRE, BREMEN & HAMBURG.	On 21st Dec. Freight.
Capt. Jaburg	(Calling at Singapore, Penang and Colombo)	
ARMENIA	HAVRE & HAMBURG	On 1st Jan. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
C. F. F. LAEISZ	HAVRE & HAMBURG	On 10th Jan. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
AMERICA	HAVRE & HAMBURG	On 22nd Jan. Freight.
Capt. Porzelius	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE & HAMBURG	On 27th Jan. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ARCADIA	HAVRE & HAMBURG	On 7th Feb. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE & HAMBURG	On 21st Feb. Freight.
Capt. Filler	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE & HAMBURG	On 7th Mar. Freight.
Capt. Behrens	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE & HAMBURG	On 21st Mar. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 NO. 1, QUEEN'S BUILDINGS

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 24th Dec., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 31st Dec., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 10th December, 1904.

[16]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"TONKIN,"
 Captain Schmitz, will be despatched for MARSEILLES on TUESDAY, the 27th December, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "DUMBEA" ... 10th January, 1905.
 S.S. "AUSTRALIAN" ... 24th January, 1905.
 S.S. "POLYNESIE" ... 7th February, 1905.

L. BRIDOU,
 Acting Agent.

Hongkong, 15th December, 1904. [2]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

PROPOSED SAILINGS.

About
 S.S. "CLAVERTON" ... 30th Dec., 1904.
 S.S. "RAS ISSA" ... 20th Jan., 1905.
 For freight and further information apply to
 SHEWAN, TOMES & CO.,
 General Agents.

Hongkong, 8th November, 1904. [3634]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"GISELA,"
 Captain Damjanovich, will be despatched as above on THURSDAY, the 29th inst., P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 2nd December, 1904. [13]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENJAMON,"
 Captain Clark, will be despatched as above on or about the 10th January, 1905.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 13th December, 1904. [2898]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
 Captain E. J. Page, of 1,188 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 8 p.m. for Single Journey 1st Class ... \$3.00
 2nd ... 1.00 each.
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 8 a.m.; and on Sundays, at 8.30 a.m.; Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 6.30 p.m.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steamerage 10 cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given to the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [28]

NORTHERN PACIFIC RAILWAY LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"SOBRALENSE"	On 19th December.
GLASGOW and LIVERPOOL	"PELEUS"	On 27th December.
GLASGOW and LIVERPOOL	"PRIAM"	On 4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	On 5th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, M'LES, HAVRE and LIVERPOOL	"NINGCHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 28th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th December, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, SHANGHAI, MANILA, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BELSBANE, SYDNEY and MELBOURNE	"ANHUT" "WOOSUNG" "TAMING" "CHINGTU"	On 20th December. On 20th December. On 20th December. On 26th December.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Untravelling Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th December, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND-PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
SAILING DATES.

STEAMERS	TO SAIL
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
SEYDLITZ	WEDNESDAY 21st January 1905
ROON	WEDNESDAY 18th January
BAVERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PREUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 21st day of DECEMBER, 1904, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain E. Prehn, with MALES, PASSENGERS,
SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 19th December. Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 20th December, and Parcels will
be received at the Agency's Office until Noon on TUESDAY, the 20th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 6th December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOKI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Bremer	January 25th, 1905.
"ARABIA"	4,468	Bahle	February 20th, 1905.
"ARAGONIA"	5,108	Schuld	March 12th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th December, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Wednes, 21st Dec., D'light.
MANILA DIRECT	"YUENSANG"	Fri., 23rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tues., 3rd Jan., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 20th December, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 21st Dec., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"M. STRIVE"	SUNDAY, 25th Dec., at Daylight.
ANPING, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 28th Dec., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 1st Jan. at Daylight.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8 Des Voeux Road Central.
Hongkong, 19th December, 1904.

T. ARIMA, Manager.

VESSLS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"ROON,"

Captain G. Meiners, due here with the out-
ward German Mail about THURSDAY, A.M.,
will leave for the above places about 12/24 hours
after arrival.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 19th December, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
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THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
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THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 31st December,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Victoria," 6522 tons, from Colombo.

Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London.

Other cargo for London, &c., will be conveyed
from Bombay by the E.M.S. "Oriental," due
in London on the 12th February, 1905.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 18th December, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinnis, will leave for
Canton at 9 a.m. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 p.m. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their
Trans-Pacific Service and will further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS IN THE UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE

as hitherto, by the steamers of the NORTHERN
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For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop,
Hainan Island 1st Oct.—Gillman & Co.

ANGHIN, German str., 1,001, F. J. Schaefer,
15th Dec.—Bangkok 7th Dec., Rice—
Butterfield & Swire.

ARRADON APCAR, British str., 2,231, E. Fey,
13th Dec.—Canton and Singapore 7th
December, General—David Sassoon & Co.

ATHENIAN, British str., 2,440, S. Robinson,
17th Dec.—Vancouver 14th Nov. and
Shanghai 14th Dec., General—C. P. R. Co.

AUSTRALIAN, British str., 1,784, A. H. Schaw,
18th Dec.—Melbourne 12th Nov. and
Manila 15th Dec., General—Gibb, Living-
ston & Co.

BELGIAN KING, British str., 2,353, J. Hayton,
2nd Dec.—Moji 28th Nov., Coal—Bradley
& Co.

CAICHAS, British str., 4,278, W. T. Hannah,
13th Dec.—Vladivostok via Japan 2nd
December, General—Butterfield & Swire.

DEWANGONG, German str., 1,037, Gerken,
14th Dec.—Bangkok 7th Dec., Rice—
Norddeutscher Lloyd.

DONOLA, British str., 2,820, M. N. English,
15th Dec.—New York 16th Sept., Case Oil—
Standard Oil Co.

ELAL, British str., 2,612, E. S. Baker, 12th
December—Aroe Bay 1st Oct., Bulk Oil—
Arnhold, Karberg & Co.

ELBE, German str., 903, Petersen, 18th Dec.—
Haiphong and Hoihow 17th Dec., General—
Jensen & Co.

GOLDMOUTH, British str., 4,863, Starkey, 1st
December—Batoum 25th October, Oil—
Dodwell & Co.

HALABAN, Dutch str., 385, J. Steendam, 6th
December—Foonchow 2nd Dec., Ballast—
Arnhold, Karberg & Co.

HAIYAN, British str., 1,183, Crowe, 18th Dec.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Thos. D. Pratt, Hongkong

Centurion, battleship, 10,500 tons, Capt. Fegen,
Wellaui.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tudor, Singapore

Esperanza, gunboat, 1,970 tons, 10 guns, Comdr.
Sato, Singapore

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut.-Comdr. C. Assor, Hong-
kong

Fearless, gunboat, 443 tons, 12 guns, Comdr.
Vaughan, en route Singapore

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Hon. W. G. Stopford, Hongkong

Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Weihaui

Humber, storeship, 1,640 tons, Comdr. P. M.
Kiddore, Hongkong

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.
Fawcokner, Shanghai

Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lieut.-Comdr. J. A. Gregory,
Wellaui

Kinsha, river gunboat, 331 tons, Lieut.-Comdr.
Christopher P. Metcalf, on Yangtze

Leviathan, cruiser, 14,100 tons, Capt. Kirby,
en route Singapore

Moore, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. F. B. Noble, West River

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Giest, C.M.G., Weihaui

Otter, torpedo-boat destroyer, 350 tons, in
reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Hongkong

Rambler, surveying-ship, 533 tons, Comdr.
Chas. E. Monro, Labuan

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Avery, Wake, Singapore

Robin, river gunboat, 35 tons, 2 guns, 240
h.p., Lieut.-Comdr. Vaughan, West River

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Vivian, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. L. W. Jones, West River

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Weihaui

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Ernest W. G. Davidson, on
Yangtze

Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,600 h.p., Hongkong

Tamar, receiving ship, 4,600 tons, 6 guns,
Commodore C. G. Dickson, at Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut.-
Comdr. E. F. K. Dugmore, on Yangtze

Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Hongkong

Twelve, gunboat, 362 tons, 3 guns, 200 h.p.,
Lieut.-Comdr. R. H. Keate, Hongkong

Vengeance, battleship, 12,950 tons, 13 guns,
13,500 h.p., Capt. L. C. Stuart, C.M.G.,
Amoy

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Farquhar, en route
Singapore

Virago, torpedo-boat destroyer, 360 tons,
in reserve

Waterwitch, surveying-ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, at Mira Bay

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Hongkong, 22nd November, 1904

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